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25 YEAR RE-REVIEW

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8 March. From 9 a.m. to 2:30 p.m., several MiG-15s practiced flying in groups of two. Some others were observed diving. The weather was fair.

9 March. There was no flying. The weather was fair. A total of 53 single-engine planes and 22 MiG-15s, of which 6 served as alert planes, were observed.

10 March. MiG-15s practiced individual and formation flying throughout the day. Once 12 MiG-15s were seen aloft at the same time. Some other MiG-15s practiced diving over the weoded area west of the western hangar.

11 March. From 11 a.m., when the weather began to clear up, until 2 p.m. ground attack planes flew circles over the field. From 1 to 4:30 p.m. MiG-15s

e field. From I to 4:30 p.m. Mig-15s were engaged in flying.

12 Marcha From 11:30 a.m. to 5 p.m., MiG-15s practiced formation flying. From 10 p.m. to 1 a.m., several Po-2s and Yak-14s, which could well be recognized against the background of the light sky, flew circles over the field. The planes took off in rapid succession and kept the same distance while aloft.

14 Marcha At 9:30 a.m., 12 MiG-15s took off in groups of two at intervals of 20 seconds. They formed into a formation of 12 at a great altitude. Vapor trails were seen. About 10 a.m., firing was heard from the direction of Belgern. Formation flying by MiG-15s continued until 5:50 p.m. Some MiG-15s practiced diving. Six MiG-15s were parked as alert planes.

15 Marcha From 7:30 a.m. to 4 p.m. individual II-10s made local training flights while other II-10s flew in formations of two. Three Po-2s were observed aloft in

while other 11-10s flew in formations of two. Three Po-2s were observed aloft in the afternoon.

The weather was fair.

16 March. At 8 a.m., eight MiG-15s took off in groups of two and headed for Belgern. Firing was heard in this direction. Another four MiG-15s took off in groups of two at 9:10 a.m. They also headed for Belgern. Several other such take-offs were observed until about 5 p.m. Diving was also practiced by MiG-15s. The weather was fair.

17 March. From 8:30 a.m. to 3 p.m., formation flying in groups of 2 and 5 was practiced. Once, a formation of 16 MiG-15s was seen. From 6:30 to 11:30 p.m., ground attack planes practiced night flying, while three searchlights were in operation.

18 March. After 9:30 a.m., 12 MiG-15s practiced formation flying, alternately in three flights staggered to the right and in line-abreast formation, with a distance of 400 meters between two planes. In this way formation flying was practiced until 4 p.m.

7 to 10 p.m., four Po-2s made 30-minute flights.

19 March. From 8 a.m. to 1 p.m., eight Il-10s made local training flights which extended landing gears. Six other Il-10s flew in groups of two. From 6 to 8 p.m., Po-2s and two Yak-14s practiced night flying.

20 March. At 7 a.m., 41 single-engine planes and 11 MiG-15s were observed at the field. All the hangars were closed. The alert Clight at the field consisted of four MiG-15s.

21 March. In the morning, MiG-15s practiced air fighting, while four Po-2s were flying circles over the field.

22 March. In the morning, individual MiG-15s were flying at great altitudes as could be determined from vapor trails seen. Other MiG-15s practiced diving and curves. There was night flying by Po-2s from 6 to 10 p.m. 1

6. In March, six AA guns were observed at the emplacement on the south side of the installation. In early March, AAA positions south of the western end of the runway and east of Alt Loennewitz park were occupied by details of 10 to 15 men each who were armed with machine guns.<sup>2</sup> On 11 March, a night alert was held. Sentries were reinforced and the soldiers were restricted to quarters.

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